





## Today's Advertisements.

### WIRTH'S CIRCUS.

LOCATION RECLAMATION.  
WEST POINT.  
CONTINUED SUCCESS  
MAMMOTH DOUBLE ATTRACTION.  
TO-NIGHT

EVERY EVENING  
FOLLOWING.

A GIGANTIC PROGRAMME,  
comprising 15 New Numbers, including the  
SENSATIONAL LIVERPOOL  
STEEPLECHASE,  
AND  
FIRST APPEARANCE  
OF THE FAMOUS

IMPERIAL CHING LING FOO  
TROUPE  
OF WONDER WORKERS.

PRICES AS USUAL.  
Book Seats at BIRWILL'S BOOK STORE during  
the day.  
Box Plan for Mrs. WIRTH'S BENEFIT  
on view TO-MORROW,  
when Boxes can be obtained.

TO-MORROW  
(SATURDAY).  
GRAND AFTERNOON PERFORMANCE.

Doors Open at 2. Commence at 3.  
For the convenience of Schools and Families  
unable to attend the Evening Sessions,  
When Children will be admitted to all parts of  
the house at Half-price.

Each Child will be presented with a  
Savory Portrait of  
LITTLE MARIE WIRTH.

SPECIAL ANNOUNCEMENT.  
MONDAY NIGHT.  
TESTIMONIAL BENEFIT TENDERED TO  
Mrs. WIRTH.

Which will be under the distinguished Patronage  
of His Excellency Sir  
WILLIAM ROBINSON, K.C.M.G.,  
and  
MAJOR-GENERAL BLACK.

Hongkong, 7th August, 1896. [1221]

ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.  
FOR SINGAPORE, RATAVIA, SAMARANG  
AND SOERABAYA.

THE Steamship  
"FEDERATION,"  
Captain J. Prentice, will be despatched for the  
above Ports on MONDAY, the 10th instant, at  
5 P.M.

Through Bills of Lading issued for all Ports  
in the East Indian Archipelago, Amsterdam,  
Rotterdam, Genoa, Marseilles, Antwerp, London,  
Naples, Leghorn and Trieste.

For Freight or Passage, apply to  
LAUTS, WEGENER & Co.,  
General Agents,  
Hongkong, 7th August, 1896. [1226]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SHANGHAI,"  
FROM ANTWERP, LONDON AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From Italy, 2 S.S. *Clyde*,  
From Madras, 2 S.S. *Strand*.

Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 13th instant at 4 P.M.  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

K. A. RITCHIE,  
Superintendent.  
Hongkong, 7th August, 1896. [1231]

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.

CONSIGNEES OF CARGO per Steamship  
"CITY OF PEKING."

The above Steamship having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for consignment, and to take  
immediate delivery of their Goods, from along-  
side.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 7th August, 1896. [1236]

"RICKMERS" REGULAR LINE OF  
STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP AND  
HAMBURG.

THE Company's Steamship  
"ELISABETH RICKMERS,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Underigned before  
noon on the 14th instant, or they will not be  
recognized.

All broken, chafed and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 14th instant, at 2 P.M.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 14th  
instant will be subject to rent.  
Optional Cargo will be forwarded unless notice  
to the contrary be given before 2 P.M. TO-DAY.  
Bills of Lading will be countersigned by  
ARNHOLD, KARBERG & Co.,  
Agents,  
Hongkong, 7th August, 1896. [1247]

## Today's Advertisements.

GEO. FENWICK & CO., LIMITED.  
A PRIVATE MEETING OF REGISTERED  
SHAREHOLDERS of the above  
COMPANY will be held at the HONGKONG  
HOTEL, on THURSDAY, the 13th August, at  
5 P.M., to discuss important business matters.  
Hongkong, 7th August, 1896. [1248]

Intimations.  
DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear comparison  
with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 7th May, 1896. [1249]

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF  
AERATED WATERS.

OUR AERATED WATER FACTORY is  
fitted with the best English Machinery, embody-  
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the  
most Care and Cleanliness exercised in the  
Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and Emplies  
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:—

PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
SELTZER WATER,  
LITHIA WATER,  
SARSAPARILLA WATER,  
TONIC WATER,  
GINGER ALE,  
GINGERADE.

No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
Hongkong, 4th July, 1896. [1250]

MARRIAGE.  
At H.B.M. Consulate, Bangkok, on 27th July,  
by Mr. W. R. D. Beckett, Acting Consul-General,  
and subsequently at the Anglican Church, by  
the Rev. Canon Greenstock, THOMAS MAYLAND  
UPPER, of the Bombay Burma Trading Corporation,  
5th son of the late Major Roger Dawson  
Upper, 9th Queen's Royal Lancers, and late of  
Gateshead-on-Tyne, to MARGARET ELIZABETH,  
fourth daughter of Mr. J. CAIRNS.

DEATH.  
On the 31st ult., at "The Cottage," Woodville  
Estate, Serangoon Road, Singapore, after a short  
illness, MAMIE JAMES, the beloved daughter of  
James and Julia M. James (and granddaughter of  
late Gilbert James), and 22 years.

IN MEMORIAM  
the late Captain, Officers and Crew of H.B.M.  
gunboat "LITIS," a Service will be held on  
SUNDAY, at 11 o'clock, in the German Chapel,  
No. 1, High Street.

THE Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 7, 1896.

REUTERS' MESSAGES.

LI HUNG-CHANG.

LONDON, August 6th.  
Li Hung-chang has been received in audience  
by Queen Victoria at Osborne.

DEFEAT OF THE GOVERNMENT.  
The Government has been defeated in the  
House of Lords by a majority of nine, on an  
amendment to the Irish Labour Bill. The defeat  
is considered important, but is said to argue  
badly for the Irish Land Bill.

CRICKET.  
Gloscester playing Sussex at Bristol scored  
551 runs in the first innings, of which Dr. W. G.  
Grace made 301.

The Australians have beaten Warwickshire  
by an innings and sixty runs.

## NOTES AND COMMENTS.

Messrs Wm. ADAMSON and C. STRINGER,  
who represented the Singapore Chamber  
of Commerce at the recent Congress of  
Chambers of Commerce in London, in the  
course of their interesting report on  
the work done at and the general results  
of the Congress (for which we trust to be  
able to find space in our next issue) state  
they "voted for the Canadian-Australian  
Cable as a step towards a competitive route  
to India and advocated a reduction of the  
present oppressive rates to the Far East."

It is added that the Straits representatives  
understood the proposed Official Vocabulary  
would not be adopted at the Buda-Pesth Conference. Messrs. ADAMSON  
and STRINGER appear to have  
been not only seen at the Congress,  
but one at least of them delivered  
a forcible and most interesting speech,  
of which a complete report was published in  
our columns about two weeks ago. Hong-  
kong's representative at the Congress  
doubtless voted with his colleagues of the  
Straits, but as far as the published reports  
go he does not appear to have taken an  
active part in any discussion, and we  
therefore look forward with considerable  
curiosity to his report of the proceedings  
to the Hongkong Chamber of Commerce,  
which will doubtless be published  
by the Chamber in due course.

We are glad to learn that the Straits  
representatives voted for the Canadian-  
Australian Cable as a step towards a  
competitive route to India, and that they  
advocated a reduction of the "present  
oppressive rates to the Far East." In  
so doing they were fully justified, for  
the exorbitant charges for ordinary  
messages to and from the East are cer-  
tainly much higher than there is any  
necessity for. But if Messieurs ADAMSON  
and STRINGER were on the right  
side of the hedge in advocating at the  
Congress a reduction of what they style—  
and very rightly term—"the present  
oppressive rates to the Far East," surely  
there is reason now for a strong  
protest on the subject, for the reply to  
their advocacy of a reduction has been the  
reverse of what might fairly, and in justice,  
have been expected. We refer to the  
notice issued by the Eastern Extension  
and Great Northern Companies a few  
days ago in which a considerable  
increase in the tariff is announced.

The reasons given therefor being attrib-  
uted to "the continued depreciation of  
silver and the fact that the Companies'  
out-payments to other Telegraph Ad-  
ministrations for further transmission of  
telegrams beyond their own systems in  
the East are fixed in gold." It has there-  
fore been found necessary to charge, since  
the 1st August, for telegrams to Europe  
and America the following rates:—To  
Europe, 82.75; California, 83.51; Illinois,  
83.37; New York, 83.25. As was only to  
be expected, the very next day the  
Chinese Telegraph Administration raised  
its rates, giving the same reasons for its  
action as did its foreign competitors.

It is to be hoped that the creation of a  
competitive route—the Canadian-Australian  
Cable—will be hurried forward as  
speedily as possible, as therein alone  
seems to lie the least hope of bringing  
down the tariff to a reasonable level and  
keeping it there. Why all this outcry  
about the "continued depreciation of  
silver" at this juncture? Is it a fact  
that the depreciation is more keenly felt  
now than while Sir JOHN FENNER was  
alive and at the helm in London? Is it  
not a fact that the fall in exchange rates  
gratuitously affects the merchants who have  
to use the wires, and without whom the  
Eastern Extension and Great Northern  
Companies could not exist? If Messieurs  
ADAMSON and STRINGER had reason to  
term the rates "oppressive" two months  
ago—and we know they were well within  
the mark when they did so—surely the  
Chambers of Commerce in the Far East  
now have cause to protest vigorously  
against rates which can only be regarded  
as exorbitant in the extreme, and appeal,  
if need be, in the proper quarter for the  
interference of Government. Surely the  
Companies are not impregnable. It may  
be possible to pierce their armour if the  
shot is delivered from the right direction.  
We are surprised at the action of the  
Telegraph Companies, for we fail to see  
that they have made out a good case, and  
we regret that we are unable to detect  
any desire on their part to meet the  
merchants half way.

THE TYPHOON.

Smor José de Navarro, Spanish Consul at  
this port, has courteously favoured us with  
a copy of the following telegram received from  
Manila:—

"MANILA, August 7th.  
1.08 p.m.

The storm announced yesterday is a cyclone.  
It will probably cross the island to-night be-  
tween Lat. 15 and 16. Its direction now  
seems to be S.E. to N.W.

HONGKONG OBSERVATORY REPORTS.  
The Observatory officials report to-day as  
follows:—On the 7th at 10.30 a.m.—The Typhoon  
appears to have entered Luzon to the South-  
west of Manila. At 11.30 a.m. a further con-  
siderable decrease of pressure has taken place  
at Manila and the barometer has also fallen on  
the S. and S.E. coast of China. In the extreme  
North, pressure is increasing in view of the  
depression near Wladivostok yesterday. Fore-  
cast:—N.W. or variable winds, light fine.  
At 4 p.m. the barometer read 29.80, falling.

LOCAL AND GENERAL.

H.M. Store-ship *Humbar* is due here to-morrow.  
It is reported that the *Straits Independent* is  
dead.

Two cases of plague were reported to-day—  
one each in the city and Kowloon, from Canton.  
H.M.B. *Pigeon* has left the cruising squadron  
and is at Yokohama, while the *Linnet*, stationed  
at the latter place, has joined the Admiral at  
Hakodadi.

COLONEL DENBY, United States Minister to  
China, left Nagasaki for Tientsin on the 27th  
ultimo.

AN inquest was held this morning upon the body  
of the man who died after the recent fight at  
Quarry Bay. A verdict of manslaughter was  
recorded.

JUDGMENT in the case of the China Import,  
Export, and Bank Co. v. the Ocean Steamship  
Co. was given late this afternoon in favour of  
the defendants.

THE agent of the Pacific Mail Steamship Com-  
pany informs us, too late to alter the advertise-  
ment, that the departure of the *Galle* is post-  
poned until to-morrow at 6 p.m.

THE regulations for the forthcoming Interna-  
tional Exposition at Paris are published in the  
Japanese *Official Gazette*. Why have they not  
appeared in the *Hongkong Gazette*?

LINTON, the English bicyclist, at Canton  
recently, covered thirty-one miles and five yards  
in an hour, thus beating the world's record all  
the way from three miles to thirty-nine miles.

CAPTAIN LARSEN having returned to Germany  
by the *Prins Heinrich*, Captain Z-chariah, the  
chief officer of the *Stettin*, has been promoted  
to the command of the *Sumatra*, running  
between Singapore and Deli.

THE annual general meeting of the Singapore  
Masonic Club was held on the 31st ult., when  
the following Committee was elected:—Messrs  
W. Makepeace, J. D. Stuart, E. Brinkworth, J.  
Banks, Lyon, Schaefer, and J. P. Joaquim.

LAI MIT, the murderer of a Chinese detective,  
under circumstances detailed by us recently  
is to be tried at Nampou on Sunday and Mon-  
day. Captain Lethbridge is to take the witness  
there and be present at the trial on behalf  
of the Government.

THE steam merry-go-round at West Point con-  
tinues to grow in favour with all classes in the  
colony, and is nightly becoming the centre of  
large numbers of Europeans and Chinese, who  
never weary of the sport and the antics of  
the more venturesome persons who undertake a  
trip on the bounding horses.

THE ironclad *Chinyuen*, captured from China,  
now the *Chinyuen*, is once more ready for active  
service, having had several quick-firing guns  
added to her armament. She is to be the flagship  
of the Imperial Japanese Standing Squadron.

She looks so much smarter and more serviceable  
now than when in Chinese hands that Emperor  
Kwang-ai wouldn't know her again!

THE distribution of prizes by H. E. the General  
Officer Commanding and Volunteer Promenade  
Concert will take place at Volunteer Head-  
Quarters this evening at 9 o'clock. Invitations  
and tickets issued for the 25th ult. will be  
available for this date. Should the weather  
be unfavourable the distribution of prizes and  
concert will take place in the Volunteer Institute.

LAST evening about 7.30, a Russian electrician  
named W. Coderik, who has been living in  
Hongkong a few months, attempted to commit  
suicide by shooting himself in the chest. He  
has been living at No. 60 Cross Street, and the  
occupants of the floor above him, hearing two  
revolver shots, found on running down that he  
had fired two shots from a small calibre pin-fire  
revolver into his chest. He was at once removed  
to the Government Civil Hospital by the Police,  
and strong hopes are entertained of his recovery.

NOTABLE graduates from the medical depart-  
ment of the University of Michigan are two  
Chinese young ladies, who finished with a fine  
record for scholarship. They were (according  
to the *Frisco Chronicle* of 8th July), sent to the  
University by Miss Charlotte Howe of the  
mission school at Kiching, and are to act as  
medical missionaries in China. They are among  
the first Chinese to be graduated from the Ann  
Arbor University, but others are expected there,  
as President Agell's name is widely and  
favourably known in China since his Ministry  
there in 1878 and 1879.

WIRTH'S Circus again attracted a good house  
last night, when the second programme was  
well carried out. A matinee will be given to-  
morrow afternoon for the benefit of the  
little folk, when each child will receive as a  
souvenir a photograph of Miss Muriel Wirth.  
The benefit tendered to Mrs. Wirth on Monday  
night promises to be a great success, and will be  
under the patronage of his Excellency the Gov-  
ernor, and in the presence of H. E. General Black.  
The management announce that the plan for  
Monday will be opened at Brewer's to-morrow,  
and recommend early booking, to avoid dis-  
appointment. Doors open for the evening per-  
formances at 8 p.m., commencing at 9 o'clock.

THE recent naval manoeuvres were on a larger  
scale than any yet attempted. They opened with a  
preliminary cruise which was followed by tactical  
exercises. A sham battle was the next feature  
of the programme. The ships were divided into  
channel and reserve fleets. The latter, according to  
the scheme, protected the coast against the Channel  
squadron. Great Britain sent to the sea upon  
this occasion a larger naval force than was ever  
before mobilized by one Power in the history of  
the world. There was a big increase compared  
even with 1895. The number of ships which  
took part in the manoeuvres was about 105,  
as compared with 75 vessels which were sent to  
sea for the same purpose last year. Every  
class of vessel was employed, including 15  
battleships, 25 cruisers, 21 gunboats, 20 torpedo  
destroyers, 24 torpedo-boats, and a number of  
dispatch vessels and other craft. There were  
22,000 men on board these vessels. The leading  
point to be decided by the manoeuvres was  
expected to be whether torpedo-destroyers can  
effectually protect blockading ships against  
torpedo-boats.

MEMORANDA.

TO-DAY:—7th August.  
9 p.m.—Wirth's Circus and Menagerie, at West  
Point.

9 p.m.—Concert at Volunteer's Head-Quarters.

TO-MORROW:—8th August.  
Noon.—*Zealandia* leaves for Victoria, B.C., and  
Tacoma, via Kobe and Yokohama.

8 p.m.—*Galle* leaves for San Francisco, via  
usual ports of call.

THE prospects of early rice, jute, indigo, and  
sugar-cane are reported good in Bengal; some  
damage was caused by floods to the crops in  
Cuttack; rain is still badly wanted in parts of the  
Punjab and cattle are dying in Hissar and  
Rohtak.—*Rangoon Times*.

A DECREASE has, according to the *L. & C. Ex-  
press* of the 10th July, been issued increasing  
the effective strength of the Spanish force in the  
Philippine Islands to 17,666 men. The Govern-  
ment has also under contemplation the establish-  
ment of a naval arsenal in the island of Luzon,  
so as to obviate the necessity for Spanish men-  
of-war to go to Hongkong for repairs.

Five coolies who were attempting to "rush" the  
ferry-launches yesterday afternoon, and refused  
to obey the orders of the Sikh constable on duty,  
were this morning charged before Captain  
Hastings with disorderly conduct. Fines up to  
\$7 were imposed by the Magistrate, who an-  
nounced his intention of doing all in his power to  
check the disorder that the crowds of coolies  
occasion at certain hours daily.

AT Singapore on the 28th ultimo the steamer  
*Santa Dornas*, built to the order of Mr. Ang Lin  
Thay, was launched from Messrs Riley,  
Hargreave & Co.'s shipyard. The new steamer  
is 750 tons gross register. She is 195 feet long  
and 29 feet beam; depth of hold 13 ft. 9 in.;  
carrying capacity 900 tons D.W. The vessel  
and machinery have been built to Lloyd's special  
survey, classed 100 A1. The machinery is of  
the highest class, triple expansion type, with  
cylinders 17 in. by 27 in., by 43 in., by 33 in. stroke,  
700 indicated h.p., and calculated to drive the  
steamer at a speed of 12 knots.

THE *Japan Herald* says that Mr. A. C. Sim  
was to leave Yokohama en route for Ogle-  
hama, on the 22nd ult., by the N. Y. K. steamship  
*Sakura Maru*. Mr. Sim, adds our Yokohama  
contemporary, is the honorary agent of the  
Kobe Relief Committee, and takes with him an  
immense stock of supplies to the sufferers by  
the seismic wave disaster of June 15th. As well  
as money, he takes up some thirty tons of freight,  
consisting of all sorts of supplies, including  
kimonos and dress stuffs, twice, nets and  
cordage, *Abachi*, Japanese towels, balls for  
building, tools and utensils of all sorts and sundry  
other necessities; but no rice or other  
food is to be taken. From Oglehama Mr.  
Sim will proceed farther north to the afflicted  
district in the small N.Y.K. steamship *Chikoku  
Maru*, that has been placed at his disposal by  
the company. He will call in at the various  
devastated villages and towns, bestowing help  
where he can, and leaving materials and funds  
with the local authorities wherever he sees a  
properly appointed committee ready to  
administer such relief.

HAYNES AND ROTTERS TELEGRAMS.

A SOLITARY subscriber to country, who had got  
tired of waiting for Reuters' telegrams to arrive,  
evolved the following under the above heading  
and sent them along to the *Stam Observer*,  
which, hoping for the best, gave publicity to the  
news, as follows:—

Pretoria, 6 a.m.—President Kruger was found  
in his bath room. He had towels, bath gloves,  
soap, etc., but the *Times* thinks it was only a  
shallow pretence, and that he didn't go to wash.  
Good old *Times*!

Meeklen, 2 a.m.—H. E. Li Hung-chang fell  
out of the starboard port hole and caught a cold.  
Since then he has carried his coughs around  
with him.

No 17, 9 p.m.—Belgium and Japan have  
arrived at an understanding by which the one  
agrees, so long as they both shall live, to supply  
the other with fans and chrysanthemums, in  
exchange for canned Clydesdales.

Peklat, 4 noon.—The French Mediterranean  
Squadron has been found up a fine apple tree,  
trying to account for the milk in the coconuts  
and congratulating each other upon the alliance  
between Thais and the Prince of Wales.

SIR VESSEY HAMILTON's article upon "The  
Manning of the Navy" in the *United Service  
Magazine* is a timely discussion of some points  
put forward in the prize essay and others  
published with it by the Royal United  
Service Institution. To deal with so vast  
a question in limited space must have been  
a difficult task, but the Admiral brings  
to bear his life experience tersely and with  
much force. In the first place, he is con-  
vinced that, in the present condition of the  
merchant marine, it would be impossible for men  
trained in the discipline and with the advantages  
of the navy to enter it, and he cites many facts  
in support of his contention. Whereas in his  
young days there was but a narrow ditch between  
the two services, there exists now, he says,  
a great gulf which can be filled only by  
better pay, provisions, and treatment in  
the merchant marine. He cannot agree with  
Commander Honner's proposal to enter lads,  
from eighteen to twenty, for a period of five years,  
in the navy; then to serve five years in the  
second class, and fifteen years in the third  
class. It is not to be supposed, says Sir Vessey  
Hamilton, that with such conditions sea,  
energy, and ambition could exist. In short,  
the system of paying off in foreign ports,  
and the evidence of desertions from British trad-  
ing ships abroad, and other circumstances, make  
it clear that the blue-jacket cannot descend to  
the unregenerate merchant marine. If the  
Merchant Service is to be our great naval re-  
serve, it must be as much improved as the navy  
has been in the last thirty years.

COLONEL STEPHENS, the newly appointed  
Governor of Aceh, assumed office there on  
the 14th ultimo. On the 14th and 15th 600  
regiments marched out into the enemy's territory  
to facilitate the occupation of two fresh outposts,  
with the loss of three killed and twelve wounded.  
On the 16th there were seven hundred sick in  
hospital. At that date Umar's hands had  
become so troublesome that a regiment had to  
be despatched to check them in the district of  
the Six Months. The enemy fled before recon-  
quering parties, but harassed them on their  
return march. Thus, on the 14th, a detachment  
sailed eight villages and found the people busy  
with field labour. On returning, a band, thirty-  
five strong, followed the detachment and kept  
up a fire which caused a loss of one killed and  
six wounded. The troops call this "seeing them  
home."—*Strait Times*.

## NEWS BY THE AMERICAN MAIL.

The Pacific Mail S. S. Co.'s steamer *City  
of Peking*, Capt. J. T. Smith, from San Fran-  
cisco, via Honolulu, Yokohama and Nagasaki,  
with mails up to 11th July, arrived in port this  
morning. From our San Francisco exchanges  
we take the following telegrams:—

ST. PETERSBURG, July 5th.  
By order of the Tsar an inquiry is about to be  
institute concerning the causes of the slow pro-  
gress of railway construction in Siberia, and a  
special Government Commissioner, M. Kulemin,  
is now on his way to investigate the matter on  
the spot. There is good reason to believe that  
he will expose scandals which will attract the  
attention of the world, and that he will find proof  
of bribery or corruption on a gigantic scale and  
cruelly incredible in these modern days.

The chief trouble is believed to be due to the  
scandalous treatment of workmen by the con-  
tractors for the railroad sections. Men engaged  
as free workmen at fair wages are being treated  
as slaves and swindled out of their just dues  
until, driven to desperation,



The *Graphic* says: "Yale's short and trying stroke proved too much for them. But it was no disgrace to be beaten. Every one will wish them better luck next time. They may take consolation in Yale's experience here in athletics."

PARIS, July 8th.

E. McLean has been appointed United States Vice-Consul-General, *vice* C. Shropshire. R. Smith has been appointed deputy Consul-General.

WASHINGTON, July 8th.

The Pope has appointed Rev. Edward O'Dea Bishop of the diocese of Natchez, which comprises the State of Washington. He is at present rector of St. Patrick's Church at Portland, Or. The appointment has been forwarded to the Metropolitan of Oregon, and his elevation will take place in the fall.

NEW YORK, July 8th.

From a wholly trustworthy source it is learned that a solution of the ownership of the disputed territory of Texas and Arizona formerly known as the Rio Grande, has been proposed and will probably be ratified by the governments of Chile and Peru. The province are to be surrendered again to Peru by Chile under certain restrictions as to boundary lines, to be hereafter defined. Delimitation will be governed by the population of the provinces. This means, also, that Chile will cede a portion of the Pacific to the Republic of Bolivia as a satisfaction for a division of the provinces to which he might have had claim. Peru is to be satisfied from the payment of \$10,000,000 imposed as indemnity upon her by the treaty of Ancon. It is reported that President Picolet has already agreed to the terms of settlement.

A dispatch to the *World* from Madrid says: "The Spanish Government, I am able to state authoritatively, will delay the settlement of the claim of Dr. Delgado and the *Comptroller* cases until the Spanish Parliamentary recess begins at the end of July, in order to avert irritating and embarrassing debates in the Spanish Legislature."

LONDON, July 8th.

A point of great interest to every traveller upon a British vessel was decided to-day by the Admiralty. The *Atlantic* *Express*, of the Ocean Transport Company, was ordered to call at the port of the coast of Labrador. The passengers were limited to a little fishing village. The *Atlantic* steamships *Sardinia* and *Austria* went to their rescue, provided for their wants and took them to their destination. The Ocean Transport Company refused to pay the bill, pleading that the perils of the sea put an end to their contract for carriage of the passengers and they were under no obligation to do anything for the passengers after the accident. The British Admiralty, Court of Appeal, the defendant's plea. Passengers' English will know what to expect hereafter in cases of accident.

## FORMOSA'S FUTURE.

THE FRENCH STILL HANKERING AFTER THE ISLAND.

It is true that side by side with the very considerable advantage offered by China to the Russian Government, French diplomats have only seen their way to secure the most moderate results—the creation of consular stations in different Chinese provinces, preference to our engineers in the construction of the network of railways and so on. But, says *L'Indépendance* *Tokio*, if the news which reaches us by the last mail is confirmed, our alliance with Russia will prove of considerable importance, and we shall no longer see the occupation by others of territories conquered by our arms and which we have been compelled to evacuate. Russia has, in effect, demanded the evacuation of Formosa by the Japanese, relying upon, in order to justify this demand, the Franco-Chinese treaty of 1880 on the subject of the abandonment of France of Formosa. On April 18th, 1880, that treaty was signed, after the seizure by Japanese arms of the Pescadores (on March 27th), who protested energetically against the occupation by the troops of the Mikado of islands conquered ten years previously by our troops. We demanded the intervention of our diplomacy in order to prevent Japan taking possession of those very islands which we had plucked the French flag over which we had acquired rights. Unfortunately it was otherwise, and the treaty of Shimoda was signed without any mention of the right of the Japanese to occupy Formosa and the Pescadores. But Russia, foreseeing the coming struggle with the Japanese, whose approach knew no bounds, and whose cheap and recent successes have deluded them into believing that the possession of the island of Formosa and the Pescadores will assure them the supremacy of the China Sea, is providing herself with an admirable naval port of refuge and inextinguishable coal supplies. She has declared her wishes to Japan, and she has declared the point formerly occupied by France and abandoned by this friendly nation shall be restored to China in 1896 as once before they were in 1885. On April 1st, 1885, the French flag was set up at Makung, and the *Bayard*, with the illustrious Admiral Courbet on board, fired a salute of 21 guns. The Pescadores Islands became a French possession under the name of the Fishermen Islands. Their conquest was all but bloodless, involving only the loss of three killed and seven wounded. Admiral Courbet, finding the harbor of Makung easy of access to vessels of large tonnage, a port sheltered from every wind, resolved to make it a valuable naval station and applied to the Ministry to supply him with the necessary material. This material was immediately despatched and had reached Singapore when the order was countermanded and the idea was abandoned. However, Admiral Courbet had already proceeded with the survey, the construction of wharves, the defence of the town and islands, and the establishment of a considerable commissariat. The station had already taken definite shape. All this was rendered useless. Parliament decreed peace, and instead of imposing her conditions on a nation which had been deprived of life, France accepted here. Admiral Courbet struggled in vain to retain the Pescadores Islands, fully persuaded of the political and strategic importance of these new possessions. He was not listened to. On the 9th June the treaty, Article IX, of which stipulates the evacuation of Formosa and the Pescadores Islands, was definitely signed. Two days later, Admiral Courbet, whom these later events had added and broken up, breathed his last on board the *Bayard*. On June 21st General Duchesne, the conqueror of Madagascar, quitted Formosa with the whole garrison, and four months after their capture the French abandoned the Pescadores. At the very least, should not our (French) diplomats, to vindicate the self-respect of our brave soldiers and the honor of our flag, have demanded of China that the evacuation of Formosa and the Pescadores should take place unless on the express condition that these two groups would not ultimately be handed over to any other nation? But not even this patriotic precaution was taken; the idea doubtless did not occur to the minds of the merchants, and for some time we shall have to witness the unequipped spectacle of territories being occupied by a foreign power where they were of our troops.

who fell in the conquest, and which in a moment of duce our Depuies constrained us to abandon. Thus, with a lively feeling of national pride, we hail the initiative taken by our ally, whose powerful voice will make itself heard. Our country, cries *L'Indépendance*, in this respect as in all others should assure her of our sincere co-operation in order that we may assist in the evacuation by the Japanese troops of these territories so admirably suited to the defence of our rights and interests, and where—do not forget it—it was a conso to the memory of Admiral Courbet and the brave who fell on the field of honor in assure to France the possession of this precious conquest. When this wished for evacuation takes place, the spirits of these heroes will be the opinion of the *Tokio* paper. Thrill with joy in their tombs and Russia will have rendered an enviable service to our glorious country.

## BRITISH NORTH BORNEO COMPANY.

The twenty-seventh half-yearly meeting of the British North Borneo Company was held on 7th July, at Cannon-street Hotel, London. Mr. Richard B. Martin, M.P., Chairman of the Company, presiding.

The Secretary (Mr. Harlington G. Forbes) having read the notice convening the meeting, the Chairman, in moving the adoption of the report and accounts, said:—

The report differed somewhat from previous ones, inasmuch as it contained a comparative statement of Borneo revenue and expenditure and an explanatory statement of the progress of different cultivation. It then, at the shareholders' meeting, said that these statements were perfectly satisfactory. They showed a very healthy state of trade, and so far as was concerned, they might congratulate themselves on the position of the Company. The receipts and expenditure also were satisfactory. The receipts had increased very considerably—namely, from \$315,191 in 1894 to \$348,947 in 1895. The expenditure had been in 1895 \$313,097, against \$288,188 in 1894.

The directors had changed the form of accounts, in order to show the real position of the company. They had endeavored to do so by making a rather drastic alteration in the form and carrying back into the account the large sum of £71,000 which was deducted from the account in 1894. They did not bring it in as pounds, shillings, and pence into their exchequer; but they brought it into the account because they believed it was the best form of bookkeeping, and he thought it showed what the company had spent on its capital account during the existence of the company. Although their revenue had increased, yet their expenditure had a tendency to keep up with it. They had now a valuable asset in the shape of surplus revenue over expenditure. Their business now was to continue the policy which the shareholders had urged upon them at more than one meeting—namely, to open up the country by means of roads and railways in the best possible manner at the least cost of time. (Applause.) They were endeavoring to carry that policy into effect. They had made considerable progress since the last half-yearly meeting. (Applause.) The directors about a year ago took into serious consideration the question of constructing a light railway from Brunel Bay to Tenom, at the head of the Penang Gorge, and instructed Governor Beaufort to obtain from Mr. Henry Walker a rough estimate for a 30-l. gauge railway. In December they received his estimate, giving the cost at \$800,000 per mile, exclusive of rails and rolling stock, which would amount to about \$300,000 per mile. Although they had no reason to doubt the accuracy of Mr. Walker's figures, it was considered advisable that they should be confirmed by an engineer, and Mr. West, who had conducted a similar railway in Borneo, was engaged. His instructions were that, provided he found Mr. Walker's figures to be approximately correct, he should at once commence operations, and in order that there might be no delay in doing so he took with him eight miles of rails and contractor's plant. A telegraphic summary of Mr. West's estimate had recently been received, and it practically confirmed Mr. Walker's figures; his detailed report had also arrived. The eight miles of rails they might say did not go very far; but yet it would be of considerable importance, because it would open up a known district, and district that was already taken up by tobacco estates. The directors understood from the shareholders that they should expedite those communications as far as possible. (Applause.) The directors had prepared papers respecting the pioneer railway, which would be at the disposal of any shareholder who liked to apply for them in a few days. Mr. West had gone into the question very fully. He had examined the course of this railway, and he had shown them the difficulties—the minor difficulties of the approach, and the major difficulty of cutting a tunnel through parts of the Penang Gorge. There was a range of mountains extending in a more or less broken line right down the country past the River Padar, which was not very navigable, and it was through the Penang Gorge that they felt the line ought to be carried to reach Sapo and the rich districts beyond, tapping traffic which now went by other routes and through Dutch territory to the sea. The railway came on to the coast, which the railway would open up, all their reports showed was not only the richest, but the most inhabited, was separated by a great range of mountains which stretched down from Mirinda Bay in a more or less broken line to the Padar River and beyond their frontier, and the difficulty was now solved by crossing this range at the Gorge. We did not mean to say that by itself a railway in a country like that would pay immediately. That was not what they were looking for. They were looking for the fact that they must look upon the matter in the light of bringing revenue to the company by opening up the land beyond. They must consider the produce that would be brought down that way, which ought to be a considerable amount, and which now went into the native territory, apart from the collection of the export duty. So when they once got this railway through the Penang Gorge, there was no doubt whatever in his mind that the railway would be a source of revenue to the company as well as of great service to the people whom they expected and hoped would settle in the neighborhood. Referring to the progress Borneo tobacco was making, he said the recent accounts from the New London Borneo Tobacco Company were of a most encouraging character. The coffee was also showing extremely well, and was assuming the proportions of an article of export. With regard to gold, since the report was printed they had received a telegram from the Governor that gold had been found in the Borneo district. They were exactly where they had been looking for it. They had not yet received any letter confirming that statement, but it was exactly where they expected to find the gold. Concessions had been granted to Mr. Fisher and others for dredging the Segamas river and its tributaries, including the Bole river. Some three years ago, too, the British Borneo Gold Mining Company was started under the auspices of their company, and they proposed to reopen operations. Other gentlemen had taken steps to locate certain portions of the Sabahan river.

Their company always retained an interest in any subsidiary company.

Mr. Cowie seconded the motion, and in doing so said from the report they would gather that a considerable amount of progress had been made in opening up the country by the various utilitarian and economic works referred to. That they were right in undertaking these was evidenced by the fact that their accounts showed a surplus instead of the usual deficit. It was true it was a small one, but when it was considered that it was only two years ago since they had to deal with a deficit of nearly £11,000, he thought the improvement was a matter for congratulation, especially as, in view of the telegram recently received from the Governor announcing an important discovery of gold, it was only an earnest of what they might expect when the full effect of the new developments had been felt. With regard to the railway, they might have noticed that while they had received a telegraphic summary of Mr. West's estimate, they were awaiting his full report. This had now been received. It comprised a descriptive account of the nature of the country through which the line would pass, and his estimate, which was for metre-gauge. The average price per mile was \$11,000. This included everything, except rails and rolling stock, which would cost about £20,000. The total cost of the line of fifty-four miles was reckoned at £55,000. It might surprise some to learn that a serviceable railway could be made at such a low figure; but it must not be forgotten that, although \$11,000 was only £1,100, the dollar was owing to the favorable exchange, whereas the labour fully double the sterling value. In other words, a mile of railway cost the same number of dollars per mile that he did when silver, as compared with gold, was more than twice its present price. Besides this very great advantage, there was also the advantage of having on the route an abundance of excellent timber, which could be utilized for sleepers, bridges, &c. In fact the whole of the timber employed in the construction of the line would only cost the labour in cutting it. In respect of these advantages, he might tell them that in Western Australia they are making similar pioneer railways at even less than the estimated cost of theirs. The starting point of the railway was at Silitung, which Mr. West reported most favorably on as a site for a town and harbour. With the construction of the railway the land sales in the district would almost immediately favourably affect their revenue; in fact, in a few years they should alone do more than clear the entire cost of the construction of the line. Again, however, from the value of the land, it must be remembered that every claimant attracted to the colony by the railway, either as labourer or settler, permanently increased their revenue to the extent of about 20 per centum. As regarded the best way of carrying out the undertaking, they could either continue the work themselves or accept, on reasonable terms, the assistance of others. By adhering to the former course, the railway would be entirely their own, and they would get the full benefit of all land sales, both in the townships and along the line. By adopting the latter they would have to forego at least half their prospective advantages. In either case they must remember that they would be doing so at a cost of about £400,000 on the commencement of the line, and the rest had been equally well spent on the telegraph, the road to the gold fields, the Penang Gorge road, and the other roads mentioned in the report.

Mr. Hilliard said if there was a gentleman anywhere who had fourteen years' personal servitude for an act he did not accomplish, the sympathy of all his friends would be with him, but he thought they would be with him more particularly at the time of his release. This was their twenty-seventh meeting, and that meant that their capital had been fourteen years' personal servitude, and they might look upon this report, as he looked upon it, as the first dawn of light that had been created in the company. Borneo was not a little hole-and-corner place. They had 30,000 square miles of splendid forest land. The paid-up capital of the company for the whole of this land was only about £50,000, and he thought the present market value was about £550,000. With regard to the railway, he strongly recommended its construction, because he was sure it was a good investment. (Hear, hear.)

Mr. Kō'gen maintained that the railway was a fallacy and that the company's officials were opposed to it. Mr. Cowie replied that the directors and the written opinion of nearly all their officials, and so far from being against the railway, they were unanimously in its favour. After a long discussion, which lasted about two hours, the report was unanimously adopted.

Mr. W. C. Cowie was unanimously re-elected as a director, but on the motion for the re-election as a director of Mr. William G. Brodie, it was lost on a show of hands. A poll was demanded, which it was decided to take on July 21st, between 2 and 4 o'clock, at the offices of the company.

The auditors, Messrs. Turquand, Youngs and Co., having been reappointed, a vote of thanks to the Chairman, brought the proceedings to a close.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held under the Chairmanship of the Colonial Secretary immediately after the Council meeting on Wednesday.

The minutes of the previous meeting were read and confirmed.

TYNAM WATER WORKS EXTENSION.

The Chairman—The first minute is one in which the Governor recommends the Council to vote a sum of \$10,000 to cover the expenditure of the Tyam Water Works extension during the current year.

The Acting Colonial Treasurer seconded. Vote recommended.

SANITARY DEPARTMENT EXPENSES.

The Chairman—The next minute is one in which the Governor recommends the Council to vote the following sums to meet certain expenses in the Sanitary Department:—For incidental expenses, \$1,000; for scavenging the City and Villages, \$4,200; for the Malacca Islands, \$3,375.

Hon. Ho Kai—I should like to know something about the item, incidental expenses.

The Chairman—That includes chiefly the expenses in connection with the inspection of house drains. A sum of \$2,200 was voted last year and out of that only \$1,060.75 has been spent. It practically means a re-vote. In addition to the amount for the inspection of house drains a sum of \$400 is required for miscellaneous expenses. It is a small sum, but if you wish you can see the items at the Sanitary Board office.

The Acting Colonial Treasurer seconded. Vote recommended.

REVENUE OF REVENUE.

The Chairman—The third minute is one in which the Governor recommends the Council to vote a sum of \$10,000 to cover the amount estimated in respect of refunds of revenue.

Hon. C. P. Chatter—I suppose we shall have to pay the 17½ per cent. on this \$5,000 as well. (Laughter.)

The Chairman—The refunds must be paid and we must have the money.

The Acting Colonial Treasurer seconded. Vote recommended.

THE PURCHASE OF CONSERVANCY BUCKETS.

The Chairman—The last minute is one in which the Governor recommends the Council to re-vote the sum of \$454.37 for the purchase of conservancy buckets.

The Acting Colonial Treasurer seconded. Vote recommended.

ADJOURNMENT.

The Committee then adjourned *sine die*.

## THE PROPOSED NEW GOVERNMENT OFFICES.

The following letter, laid before the Legislative Council on the 5th inst., was unavoidably held over yesterday:—

THE GOVERNOR TO THE SECRETARY OF STATE.

Government House, Hongkong, 28th April, 1896.

Sir—With reference to paragraph 13 of my despatch No. 207 of the 4th September, 1894, I have the honour to inform you that in that month I appointed a Committee, consisting of two Officials (the Director of Public Works and the Colonial Secretary), and two Unofficial Members (Mr. Chater, Mr. Jackson, and Mr. Macdonald), to consider and report on the question of providing new Government Offices and the advisability of concentrating them under one roof. The Committee has advised that two blocks of buildings should be erected on the Fray's Reclamation, containing new offices for Treasury, Public Works, Post Office, and Registrar-General's departments, and the Supreme Court and the offices connected with it, but that the Colonial Secretary's Office should be allowed to remain as at present.

The Committee also considered at my request the financial aspect of the proposal, and expressed its opinion that, in view of the Acting Colonial Treasurer's confident anticipation that the ordinary expenditure of the current year will be largely exceeded by the revenue, and that the surplus of revenue over expenditure is likely to be continued in future years, there is no necessity, at least for the present, to make any special arrangements for providing the funds required to meet the estimated cost of the works, viz., \$700,000. The value of the present buildings, which it is proposed to replace, with the land on which they stand, is estimated at \$350,000; the total net cost to the Government of the new buildings would therefore be about \$350,000, and as the expenditure of this sum would be spread over five years, the time within which it is calculated that the work could be completed, I see no reason to doubt that the ordinary revenue of the colony would be able to bear the burden.

If the scheme meets with your approval, which, as the work is of pressing necessity, I earnestly hope will not be withheld, I propose to publish the conditions of competition in Shanghai and Singapore as well as locally, in order that the architects resident in those places may compete if they desire to do so. I shall be glad if you will convey to me your decision in this matter at an early date, and if convenient by telegraph. I have the honour to be, Sir, your most obedient, humble servant,

WILLIAM ROBINSON, Governor.

The Right Honourable Mr. Joseph Chamberlain, M.P., Her Majesty's Principal Secretary of State for the Colonies, &c., &c., Downing Street, London.

## THE PROPOSED COLLEGE OF MEDICINE FOR HONGKONG.

The following correspondence and the report of the Committee appointed by His Excellency the Governor to enquire into and report on the best organization for a College of Medicine for Hongkong was laid before the Legislative Council on the 5th instant:—

Hongkong, July 15th.

The Committee appointed by His Excellency the Governor to enquire into and report on the best organization for a College of Medicine for Hongkong have the honour to submit for His Excellency's consideration the results of their deliberations. They respectfully offer the following recommendations:—

1. That the title of the proposed College be "The Hongkong College of Medicine."

2. That a Governing Body be appointed, consisting of seven members:—

The Colonial Surgeon.

The Principal Medical Officer of Her Majesty's Forces.

The Deputy Inspector-General of the Royal Naval Hospital.

The Superintendent of the Alice Memorial and Nethercole Hospitals, and three others nominated by His Excellency the Governor.

and that the Colonial Surgeon be President of the Governing Body.

3. That the Colonial Surgeon be *ex officio* Principal of the College.

4. That the Government secure the services of a medical man specially qualified to teach Anatomy and Physiology, who shall be a member of the Medical Department of the colony, be Lecturer on the subjects named, and act as Superintendent and Secretary of the College.

5. That the Lecturers on other subjects be appointed by His Excellency the Governor on the recommendation of the Governing Body, and that they each receive an honorarium for their services. The sum of one hundred dollars per annum is suggested as a suitable honorarium.

6. That the minimum period of study be five years; and that before commencing study all candidates be required to pass an entrance examination, not lower than that of the sixth standard of the new Educational Code (Hongkong, 1895).

7. That all professional examinations be conducted by independent examiners appointed by the Governing Body, assisted by the lecturers on the subjects under examination.

8. That qualified students be given the title of "Licentiate in Medicine and Surgery of the Hongkong College of Medicine," to be contracted "L.M.S.H.," and be registered as qualified to practise under this title in the colony.

9. That qualified students of the existing College of Medicine for Chinese be permitted to receive, if they desire it, under the new Ordinance, and that present students of the College be received into the proposed College without preliminary examination, and given credit for such time as they may already have devoted to medical study.

10. That regulations for matriculation, curriculum of study, professional examinations, degrees, fees, &c., be submitted to the Governing Body, when it has been formed.

11. That the Government Civil Hospital, Lunatic Asylum, Fever Hospital, &c., be thrown open to the College for purposes of clinical instruction; and that the Authorities of the Military and Naval Hospitals, and of the Alice Memorial and Nethercole Hospitals, be requested to similarly place these institutions at the disposal of the College.

The Committee, having examined the plans for a College building prepared by His Excellency the Colonial Surgeon, in connection with his generous offer to the present College of Medicine for Chinese, consider that such a building would be admirably adapted to the requirements of the proposed College, and that no better site could be obtained than that which he has offered, on account of its proximity to the Government Civil Hospital.

Finally, the Committee have estimated that an annual grant of \$5,000 would be required to meet the expenses of the proposed College, as follows:—

\$2,500, as salary of Superintendent, who would probably be provided with quarters in the College building.

\$1,000 to provide honoraria for ten lecturers at the rate suggested.

\$1,500 to cover laboratory expenses, the wages of coolies and other incidental outlay.

PH. B. C. AYRES, Colonial Surgeon, Chairman.

GEORGE J. H. EVATT, M.D., Surgeon-General A.M.S., P.M.O., H.M., Troops, China.

HO KAI, J. M. ATKINSON, JOHN C. THOMSON.

(Resolutions by Dr. Ayres and Dr. Atkinson.)

Hongkong, 20th July, 1896.

Having signed the report of the Committee appointed by His Excellency the Governor to enquire into and report on the best organization for a College of Medicine for Hongkong, dated July 15th, with reservations, we have to point out that we differ from the opinions set forth in paragraphs 7, 8, and 9.

We are of opinion that if "The Hongkong College of Medicine" is to be founded that the conditions as to entrance, examinations, and course of study should be as far as practicable in accord with the conditions obtaining in England, otherwise the proposed Licentiatehip will give a false impression of the qualifications of its holders and the credit of the College will, in the course of a few years, suffer in consequence.

It must also be borne in mind that if the College is successful after the first five years it is most probable that many of the men leaving annually will have to seek employment elsewhere than in this colony; it is therefore equally to the advantage of the individual that the highest standard of efficiency should be adopted.

The sixth standard of the new Education Code (Hongkong, 1895) does not include in its subjects either Latin or Euclid, and is therefore below the minimum standard required by the General Council under the Medical Act of 1886.

The proposal to allow lecturers on the subjects under examination to assist in such examination is likewise not likely to commend itself generally.

It is doubtful whether as a role the facilities afforded in this colony with the addition of a lecturer in Anatomy and Physiology are sufficient to enable students to obtain during a five years' course the standard of efficiency required by the General Council under the Medical Act of 1886.

It must be borne in mind that one of the chief tendencies of Chinese partially trained in Western medicine is the wholesale use of narcotics.

The title of Licentiate in Medicine and Surgery, Hongkong College of Medicine, will be liable therefore in many cases to convey a false impression, and many of its holders will not be sufficiently qualified to practise medicine and surgery without supervision.

It appears desirable that two qualifications should be founded, viz., "native apothecaries" and "Licentiate in Medicine and Surgery," the qualifications, or rather conditions for the latter, being less than those required by the General Council under the Medical Act, and the proposed prospectus be referred to the Privy Council in order to ascertain whether they consider it sufficiently comprehensive.

Dr. Thomson admits that the present course of study and examination at the College of Medicine for the Chinese is not equal to the standard required by the general Medical Act of 1886, nor have all the students been required to pass an examination in Arts previous to their admission to the College, and we would here remark that the College, as at present constituted does not appear to us as a "College" within the meaning of section 13 of Ordinance 6 of 1886.

Qualified students of the existing College should therefore be required to pass the usual examinations before being allowed to register the qualification, and the present students desirous of continuing their studies in the new College should be required to pass the necessary entrance examination.

PH. B. C. AYRES, Colonial Surgeon.

J. M. ATKINSON, Superintendent, Government Civil Hospital.

## LEGAL INTELLIGENCE.

### SUPREME COURT.

#### IN SUMMARY JURISDICTION.

(Before His Honour Mr. Sercombe Smith, Acting Puisne Judge.)

August 7th.

The following cases have been fixed for the respective dates:—

Tuesday, August 11th.

1160 Ah You v. R. F. Thomas .....\$ 335.68

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1124 Nairn Singh v. Xavier & others 458.28

1130 Hing Lung Tsung Ki v. Chan 630.71

Fak Hing. 1135 The Colonial Treasurer v. Lam Wan 1.75

1139 The Colonial Treasurer v. Lo Kong Fak 84

1142 The Colonial Treasurer v. Mo Lin Yat 1.42

1143 The Colonial Treasurer v. Lai A Kin 1.42

1144 The Colonial Treasurer v. Wong King 2.28

1145 The Colonial Treasurer v. Lam Po 78

1146 The Colonial Treasurer v. Lam Si 18

1147 The Colonial Treasurer v. Chan Kwong Fak 2.10

1150 Lo Un v. Kwong Yau Cheong 259.84

1155 Tam Shing v. Yat Shing Kung 3,000.00

1156 The Yik Lung v. Mok Lai Shing 35.50

1157 The Yik Shing v. The Cheong 34.72

1158 Mangal Singh v. J. Allen 84.00

## SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian and Straits (*Kutang*) 11th inst.

American (*Doric*) 14th inst.

Tacoma (*Braemar*) 15th inst.

Canadian (*Empress of India*) 25th inst.

American (*China*) 27th inst.

Tacoma (*Tacoma*) 27th inst.

THE P. & O. S. N. Co.'s steamer *Manila*, from China, arrived at London on the 5th inst.

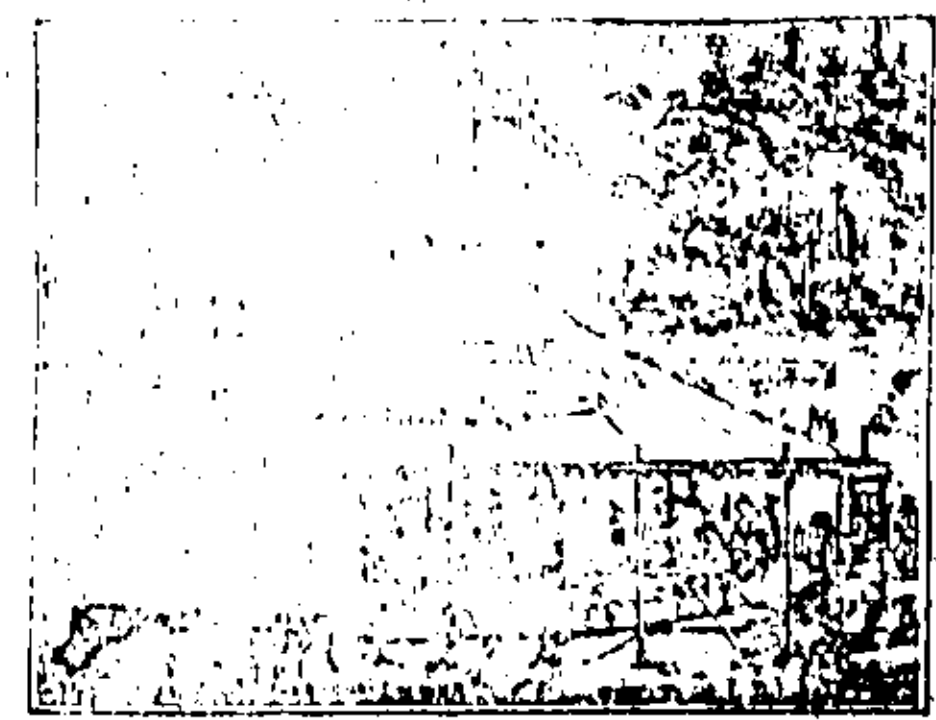
From 5 p.m. yesterday to 5 p.m. to-day.

ARR



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THE GREAT AMERICAN STEAM RIDING GALLERY.

WITH ALL THE LATEST IMPROVEMENTS. CHARIOTS, CARRIAGES AND GALLOPING HORSES, SPLENDID MUSIC, BIG TENT AND EVERYTHING FOR THE ENJOYMENT OF THE PUBLIC.

The Young Folks like it. The Old Folks like it. They all like it, they cannot help it. For never has Hongkong been visited by a more popular form of Entertainment and amusement for years.

COME EARLY! COME EARLY! EVERY AFTERNOON AND NIGHT. RAIN OR SHINE PERFECTLY SAFE. ONLY 10 CENTS A RIDE, 10 CENTS.

RECLAMATION GROUND, PRAYA, WEST POINT. Hongkong, 22nd July, 1896. [1166]

## Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the City Hall, Hongkong, on SATURDAY, the Fifteenth day of August, next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1896.

By Order of the Court of Directors, T. JACKSON, Chief Manager. [1195]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the City Hall, Hongkong, on SATURDAY, the Fifteenth day of August, next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1896.

By Order of the Court of Directors, T. JACKSON, Chief Manager. [1196]

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held in the Offices of the COMPANY No. 14, Praya Central, on MONDAY, the 24th August, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors, THOS. L. ROSE, Secretary. [1214]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of TWO AND A HALF PER CENT. (ONE DOLLAR AND TWENTY-FIVE CENTS per Share) for the Six Months ending 30th June, 1896, will be paid to the Shareholders who are registered as SHAREHOLDERS in the above Company on MONDAY, the 11th August, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order, EDWARD OSBORNE, Secretary. [1244]

MID-FORMOSA RELIEF FUND.

SUBSCRIPTIONS are earnestly collected for a RELIEF of the INHABITANTS of MID-FORMOSA, RENDERED HOMELESS through the late disturbances, a full report of which has been published in the Hongkong and Shanghai News.

It is roughly estimated that at least FORTY THOUSAND PEOPLE have been forced to take refuge in the Hill Country, from the Towns and Villages in and around the Hoonin district. Of this number, it is calculated that Twenty-five thousand are without shelter and totally unprotected for. The distress reported is lamentable, and hopeless of alleviation without material and speedy assistance.

A Committee will be formed to arrange for the distribution of money collected. Meanwhile the undersigned makes an earnest APPEAL on behalf of the SUFFERERS. Subscribers are kindly requested to pay their donations to the HONGKONG AND SHANGHAI BANK, at Hongkong, Shanghai or Amoy, specifying such payments as being on behalf of the MID-FORMOSA RELIEF FUND.

ALLAN W. BAIN. [1238]

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—TOKIO.

Branch Office: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—Mitsui Coal Mines, Onoda Coal Mines, Kanbara Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Waterbury Watch Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kaupapa Cotton Spinning Mill, Japan, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory, Hongkong, 6th July, 1896. [144]

## Intimations.

## NOTA BENE.

A GOOD THING IS WORTH REPEATING!

## CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS &amp; CO., Proprietors,

APOTHECARIES' HALL, 68, Queen's Road Central.

Hongkong, 30th July, 1896. [151]

TWENTY (20) PER CENT.

## SAVING OF FUEL!

## HOLDSWORTH'S MICA COMPOSITION

FOR

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH, EASTERN MICA WORKS, HONGKONG. [10295]

HONGKONG HOTEL.

PRAYA, APRIL 7TH 1896.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON, Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong. [1170]

**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**

Capital: £ 300,000

Head Office: 15, Avenue Malignon, Paris

WORKS IN EUROPE: LILLE (FRANCE), France; SHANGHAI (CHINA), China

Railways and Trams, Plant and Machinery, Locomotives and Waggonways, Wheels, and Axles combined, Permanent Bridges, and all the works of construction and repair (demonstrations) Bridges for roads, Girders and metal Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Druggists.

**CONTRACTORS** for Constructing and Repairing Railways and Trams

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for S. B. DYLE and Co., Paris.

## TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

PETER DAWSON'S SCOTCH WHISKY.

THE WELL-KNOWN BRAND.

PERFECTION. SPECIAL.

EXTRA SPECIAL.

Apply to H. H. KIRCH &amp; Co., Sole Agents. [1753]

LAND AND SEA MAY LIE BETWEEN YOU AND

## CHICAGO, U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world. Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 24-page book, 700 pages, 13,000 illustrations, 40,000 descriptions—valuable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co., 111 to 115 Michigan Ave. Chicago, U.S.A. [143]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.  
EMPERESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned, and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street. [13]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th August, at Noon.  
Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 12th August, at Noon.  
Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Sept., at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until Five P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo despatched to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 23rd July, 1896. [14]

P. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTTEN'S GENUINE COMPOSITION RED HEAD BRAND, HARTMANN'S GREY PAINT, DAHLBERG'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1896. [145]

## Mails.

## OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Monmouthshire... Saturday... 11th August. Taking Passengers and Cargo for United States and Canada at Through Rates.

THE Steamship "MONMOUTHSHIRE" will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 11th August.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. Monmouthshire has Superior Accommodation for Saloon Passengers.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 30th July, 1896. [1200]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen... Tuesday... 18th August.  
Bayern... Tuesday... 16th Sept.  
Prinz Heinrich... Tuesday... 13th Oct.  
Preussen... Tuesday... 10th Nov.  
Sachsen... Tuesday... 8th Dec.  
Bayern... Tuesday... 5th Jan.  
Prinz Heinrich... Tuesday... 2nd Feb.  
Preussen... Tuesday... 2nd March.

ON TUESDAY, the 18th day of August, 1896, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Seppelt, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 15th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 17th Aug. and Parcels will be received at the Agency's Office until NOON on MONDAY, the 17th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed 2 feet 6 inches in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 21st July, 1896. [1112]

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY'S.

VIA INLAND SEA OF JAPAN. The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Docks and Stewardess carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Service.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Brasmar... 3.50 | Tuesday... | Aug. 25.  
Tacoma... 4.40 | Thursday... | Sept. 2.  
Victoria... 3.60 | Monday... | Sept. 21.  
Olympia... 3.50 | Friday... | Oct. 9.  
Brasmar... 3.50 | Tuesday... | Oct. 27.

THE Steamship "BRAEMAR," Captain E. Porter, sailing at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 7th August, 1896. [1230]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

THE Steamship "EVANDALE," Captain W. Byer, sailing at Noon TO-MORROW, the 8th instant, will proceed to VICTORIA, B.C., and TACOMA, Wash., via KOBE and YOKOHAMA.

For Particulars see regular Northern Pacific Advertisement. For Freight or Passage, apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 7th August, 1896. [1230]

Printed and Published by CHESNEY DUNNAN at No. 6, Piddar's Hill, in the City of Victoria, Hongkong.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JULES FLUID**

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 27th March, 1896. [16]